

(No Model.)

2 Sheets—Sheet 1.

F. COHN.  
CHILD'S CARRIAGE.

No. 577,646.

Patented Feb. 23, 1897.

Fig. 1

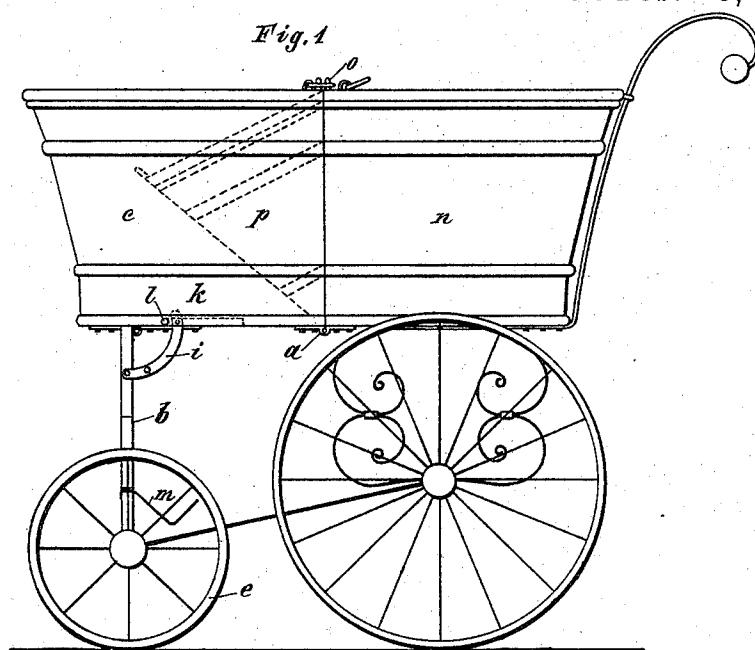
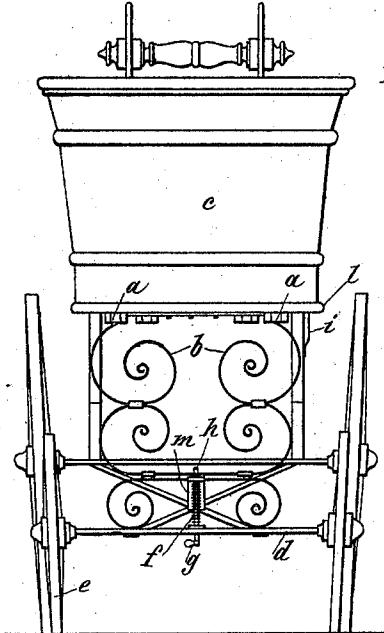


Fig. 3



Witnesses:

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H. N. Low,  
att'y

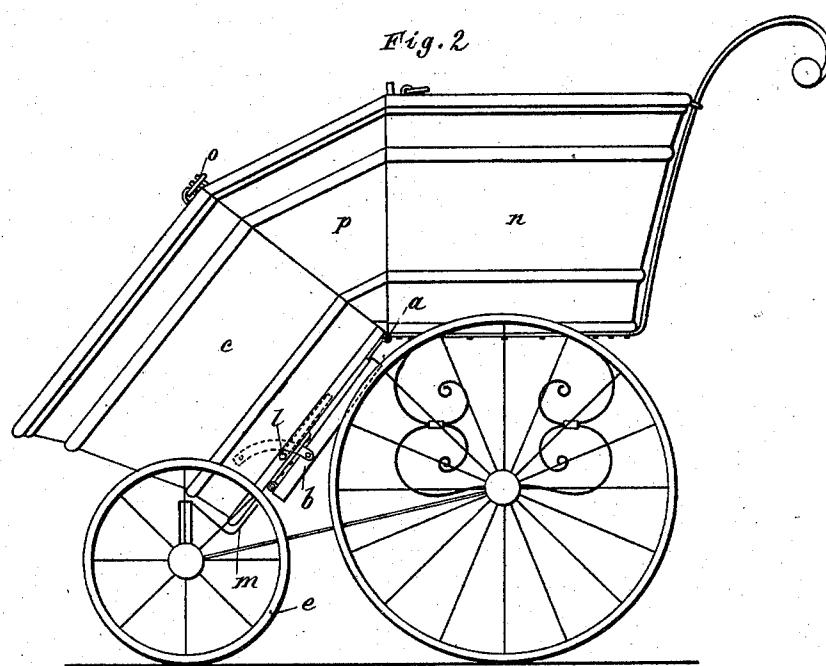
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# UNITED STATES PATENT OFFICE.

FELIX COHN, OF NAMSLAU, GERMANY.

## CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 577,646, dated February 23, 1897.

Application filed February 28, 1896. Serial No. 581,155. (No model.) Patented in England February 3, 1896, No. 2,421.

To all whom it may concern:

Be it known that I, FELIX COHN, merchant, a subject of the King of Prussia, German Emperor, residing at Namslau, Silesia, in the 5 Kingdom of Prussia and German Empire, have invented certain new and useful Improvements in Carriages for Children, (patented in Great Britain February 3, 1896, No. 2,421,) of which the following is a specification.

This invention relates to a baby-carriage mainly composed of two parts connected together by means of hinges, so that the forward part may be adjusted to give the child either 15 a sitting or prostrate position.

The invention is clearly shown in the accompanying drawings.

Figure 1 is a side elevation of the carriage arranged for a prostrate position. Fig. 2 is 20 a side elevation of the vehicle as adapted for a sitting position, and Fig. 3 is a front view of Fig. 1.

The body of the carriage is mainly composed of two parts *c* and *n*, which are connected together by means of hinges, as shown 25 at *a*, so that the part *c* can be inclined after the springs *b* have been moved rearwardly, as shown in Fig. 2.

In the middle of the front shaft *d*, carrying 30 wheels *e*, is vertically arranged a king-bolt *g*, around which is a coil-spring *f* for normally holding said bolt in its uppermost position to engage a perforation in the lower part of the front spring *b* and thus serve to keep same in 35 a vertical position.

On one side of the front section of the carriage is secured a forwardly-projecting spring, as shown in dotted lines at *k*, so that its free end may be made to engage or release the 40 upper end of a segmental plate *i*, the lower part of which is pivotally connected with the spring *b*, to assist in holding the carriage in the position shown in Fig. 1. The spring *k* is provided at its front end with a handle 45 *l*, so that an inward pressure on same will

cause the spring to release the segmental piece *i* and thus allow the carriage, after the bolt *g* has been drawn downward, to assume the position shown at Fig. 2, the hook *m* serving as a support for the front end of carriage. 50

The sides of the carriage are provided with supplemental parts *p* for filling the space between the two sections when the same have been adjusted to form a seat or chair, and in which position the parts *p* are securely held 55 by means of straps, as shown at *o*.

A suitable cover can be employed, if desired, the said cover being adapted to connect with either the front or rear section of the carriage, as may be found most convenient. 60

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a child's carriage, the combination of a front and rear section, with hinges connecting the lower parts of same, a king-bolt, a spring encircling same and a spring connected with the forward part of the carriage and adapted to be engaged by the king-bolt, substantially as set forth. 65

2. A child's carriage having a body composed of two sections hinged together, as described, the forward section having a supporting-spring hinged to the bottom thereof, a segmental piece connected with said supporting-spring, and a locking-spring for engaging the segmental piece, substantially as set forth. 75

3. In a vehicle having a body composed of a front and rear section hinged together as described, a pair of supplemental side pieces 80 *p* and means for securing same, when the forward part of the carriage is inclined, substantially as set forth.

In testimony whereof I have hereunto set my hand in presence of two witnesses.

FELIX COHN.

Witnesses:

LEOPOLD COHN,  
MARTIN MEYER.